

# Smooth, Easy Performance Featured in New Plymouth

The new Plymouth for 1952 will go on display in dealer showrooms throughout the United States, Friday, January 4.

A long list of improvements—46 in all—has been incorporated in the engine, the brakes, the electrical system, the chassis, and to the inside and outside of the body.

The new car, according to D. S. Eddins, president of Plymouth, has been improved and refined to provide "the most gentle ride, the smoothest engine performance and the greatest safety ever built into a car for the lowest price field."

Exceptional engine smoothness is produced through a newly designed combustion chamber; brakes are stronger and longer-lasting; Plymouth's famous Safety-Flow ride has been made even more comfortable by improvements in the springing and to the Oriflow shock absorbers; and the car's beauty is enhanced by numerous styling refinements.

The Plymouth has a road-hugging, sweeping appearance, accentuated by changes in the external adornment. A new luxurious standard for interior quality is attained with the high quality upholstery fabrics in harmonious colors which blend beautifully with the instrument and door panels.

The smart hardtop club coupe, the Belvedere, is the pace-setter in the lowest price field with its new concepts in styling and beauty. The car has gleaming, lively two-tone colors which set it apart and give it the continental look. The color used on the roof follows the Belvedere's streamlined contours around the spacious rear window and down over the rear deck. Sparkling chrome molding outlines the top and carries back to separate the two colors at their junction at the rear quarter-panel. Interior of the Belvedere is luxurious, with colorful quality fabrics and vinyl blended in perfect harmony with the shades used on the exterior. Long-wearing carpeting—also in complementary colors—rounds out the ensemble. The following color combinations are available for the Belvedere: Suede Tan with Sable Bronze top; Belmont Blue Polychromatic with Sterling Grey top; Mint Green with Black top.

There are ten body types in the new Plymouth line, available in an array of eight regular, and two special sparkling new colors. The traditional interior roominess and the many "high-priced car" features for which Plymouth has been distinctive have been retained throughout the new line.

**SMOOTH PERFORMANCE**  
A new, smoother flow of power results from the newly designed combustion chamber in Plymouth's famous floating power engine. The six-cylinder, 97 horsepower engine has a 7 to 1 compression ratio. Longer life for both the main and rod bearings is achieved through an improved type of base metal.

To further insure smoothness of performance and faster getaway, several refinements in the new Synchro-Silent transmission permit faster, easier shifting, and more rapid and positive engagement of gears. The rear axle is improved, and there are provisions which permit more accurate gear and bearing adjustments.

Operating temperatures up to an additional eight degrees without the hazard of losing water or anti-freeze result from further improvements to the pressure-vent radiator cap, which provides a pressurized cooling system.

### STURDY BRAKES

The traditionally sturdy Safe-Guard Hydraulic brakes have been given greater ease of operation, and much longer life. New Cyclebond brake linings provide greater braking area and longer braking life. There are heavier backing plates on both the front and rear brakes; an improved drum design on the front brakes for smoother operation and better cooling; an easier operating brake pedal return spring; and a redesigned steering knuckle to provide more positive protection from road splash.

Passenger and driver comfort has been increased with improvements to Plymouth's "Safety-Flow ride." New cushioning-type ports in the Oriflow shock absorbers, increased travel in the front springs and a new interliner for the rear springs provide quieter operation, reduced

steering wheel shock, less friction and an improved ride.

Quicker starting in hot or cold weather with less drain on the battery is assured by the new "Follow-Thru" anti-kickout feature of the starter, the foremost among numerous changes in the electrical system. Greater visibility under adverse driving conditions is provided by a ten per cent increase in the speed of the electrically-operated windshield wipers.

### BEAUTIFUL STYLING

Luxury and color harmony are the keynotes of the beautiful upholstery and trim selected for the new Plymouth. A fine selection of long-wearing, quality fabrics is available in shades which blend beautifully with the car's exterior colors. An attractive "Lustre-Tone" instrument panel features controls which are conveniently grouped and instruments which are colored and lettered for easy reference while driving. Newly designed to further beautify the Plymouth are the medallion on the hood, and the license light and name plate on the rear deck lid. The sweeping, low appearance of the car is further accentuated by the lowering of the rear fender molding.

Solex tinted safety glass is available throughout the Plymouth line as optional equipment at small extra cost. The glass reduces interior temperatures on hot summer days, minimizes fading of upholstery or seat cover fabrics, and reduces sun glare.

Among the many features which have been retained in the new Plymouth are the wide, deep chair-height seats, the ease of entrance and exit, the combination ignition and starter switch, automatic electric choke, super-cushion tires, and safety-rim wheels.

There are ten body types in the new Plymouth line: the Concord series includes a two-door sedan, a three-passenger coupe, and the popular all-metal Suburban, and its country club cousin, the Savoy; the Cambridge series has a four-door sedan and a club coupe; and the Cranbrook series includes a four-door sedan, a club coupe, a convertible club coupe, and the pace-setting Belvedere.

# More About Water Bonds

(Continued from page 1)

is messy, setting a match to the house is no answer to the problem. It calls for a cleanup campaign!

The City appears to be in the same position. From the standpoint of observing the democratic rights of local residents, some elected politicians have failed the people.

If we defeat the water bond issue because we are dissatisfied with the certain politicians, we are only cutting off our nose to spite our face.

If we are disgusted with certain politicians, there's only one thing to do: Vote yes on the water bond election next Tuesday to guarantee an adequate water supply. Then during the regular election in April, there will be time to clean house.

Besides the dissatisfaction with city politicians, some residents are opposed to water bonds because of a rate increase. However, they have not studied the complete picture.

The bond issue will attempt to equalize water rates. At this time, people in North Torrance are paying a minimum of \$2.20 per month while residents of the downtown area pay a minimum of \$1.00. After the election, rates throughout the city will be equalized.

Factionalism has set in on this part of the fight. "We paid the brunt of the cost years back," said one merchant in the downtown area, "and it is unfair to saddle us with the bonded indebtedness of North Torrance and other outlying areas."

Here is must be pointed out that a City of 30,000 cannot keep several water rates any more than it can keep different priced license fees for dogs in different parts of the City. In fact, to our knowledge, Torrance is the only city of its size that has attempted to do this until the

present time.

The best argument against the water bond issue is offered by residents who desire to keep the bond election money out of the coffers of the present City Council. However, the residents have nothing to worry about. After the election has been held next Tuesday, it will take at least four to six months to sell the bonds. There's a councilmanic election in April.

If voters are really dissatisfied with the flagrant violation of democratic procedures by the use of the secret meetings, they will have a chance to clean house in the April election, and the water bond money will be administered by the new City Council.

One thing to keep in mind is that now is the time to ignore petty prejudices and vote for water bonds next Tuesday.

Population growth and industrial expansion depends on approval of the bonds. Do your duty: Vote "Yes" on water bonds next Tuesday. Here are a list of the polling precincts.

Higgins Brick and Tile Company, 2217 W. 174th Street; 1313 Fern Ave.; 1743 Andreo Ave.; 736 Border Ave.; 2305 Torrance Blvd.; 1323 Beach Ave. (Rear); 1804 Arlington Ave.; 2204 Andreo Ave.; 2079 Reynosa Dr.; 1613 Madrid Ave.; Community Building, 3851 242nd St.; 908 Cota Ave.; 1609 Amapola Ave. (Rear); 1920 Andreo Ave.; Church Annex, 2440 Hawthorne Ave.

1307 Portola Ave.; 904 Crenshaw Blvd.; 22203 Ocean Ave. (Corner of Sepulveda Ave.); Recreation Center, 3616 W. 174th St.; 2520 Eldorado St.; 1350 Engracia; 23425 So. Western Ave.; 5321 Linda Dr.; 1812 Reynosa Dr.; 23077 Doris Way; 5112 Macaffee Rd.; 2435 Cabrillo; 3521 Senefeld Dr.; 3319 W. 171st St.; and 2250 W. 182nd St.

# Schaeffer Questions City Specifications

Stringent insurance technicalities set up by the City Manager's office in approving bids boomeranged at the last Council meeting.

In one case, the City Council rejected a bid presented by the Farmer Insurance Truck Exchange. Although the bid of this concern, it was revealed turned out to be \$1665 less than one submitted by the Lund Company, the Farmer's group was shut out.

According to City Manager Stevens, Farmers was not eligible to receive the business on this contract because they bid on a one year basis, and the bid specification said it had to be on a three-year basis.

Farmer's bid, it is reported, was \$7,375. The Lund bid was \$9,030.

"On what do you base your facts," asked Mayor Robert Haggard?

"You specifically asked for an 'A,' AA or better rating," declared Schaeffer. "The bus line insurer only has a B, AA rating, according to Best's Insurance Guide for 1951."

City Manager Stevens was asked for an opinion. "We go by financial rating," he said.

"Why are you willing to overlook specifications for the Lund Company when they put in a low bid and yet refuse to overlook unfair specifications which cut Farmer's out of a contract?" asked Schaeffer.

"Let's take a five minute break," said Mayor Haggard.

Immediately after the break, Haggard asked Schaeffer: "Before we discuss this any further, is it all right to throw the bus line bid out and rebid?"

# 7282 Voters May Vote In Election

There are 7282 voters eligible to vote on the municipal water bond issue here Jan. 8, it was announced yesterday by City Clerk A. H. Bartlett.

Sample ballots to that many persons should be received by no later than tomorrow, according to Bartlett.

The number represents the registered voters living within what has been designated as Municipal Water District No. 3. This comprises all of the city except for four areas served by private water firms.

The child's maternal grandparents, Mr. and Mrs. Noe Cazabon, reside in Tilbury, Ontario, Canada. Mr. and Mrs. W. B. Shook, the paternal grandparents, live in Chula Vista, California.

# Lake Created In Torrance During 2-Day Rain Storm

Weather was on everybody's mind this week. There wasn't a day that the Sun warmed the earth enough to make one feel comfortable at room temperature. Besides the lukewarm temperatures, no one will forget the rain.

On December 28, a real storm hit Torrance. Up to that point this community had 1.96 inches of rain, water recorded, according to the Torrance Fire Station. On December 30th, after two days of rain, the rain gauge read 4.38 inches of rain.

In two days, Torrance along with many other communities had picked up more rain than it had accumulated for the rest of the year.

Torrance picked up 2.87 inches in exactly two days. Streets throughout Torrance were flooded. Five points became a regular lake. Drainage wasn't too well in parts of Hollywood Riviera, Walteria, 174th Street, and any other spot that just happened to be a little flat.

Here are the maximum and minimum weather averages since last Friday:

Date	Max.	Min.
Dec. 28	62	53
Dec. 29	61	42
Dec. 30	62	52
Dec. 31	55	36
Jan. 1	57	33

# New Fire Station To Be Discussed In Secret Meeting

Proposal for a Central Fire Station at the Southwest Corner of Carson and Crenshaw at the last City Council meeting was referred to a secret agenda meeting upon the motion of Councilman Harvey Spelman. Residents of Torrance are not permitted to attend these meetings.

Before the motion, there seemed to be some opposition to the fire station. Mayor Bob Haggard fired a round at his council colleagues: "I can't see why a 600 foot deep lot for a fire station is needed. I just can't see it."

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1940 OLDSMOBILE 2-door	\$29.70 Down	1949 DODGE 4-door	\$1499 F. P.	1939 PONTIAC Coupe	\$26.70 Down
1949 CHEVROLET Panel	\$129.70 Down	1941 OLDSMOBILE 4-door	\$29.50 Down	1940 CHEVROLET Coupe	\$21.50 Down
1940 NASH 4-door	\$29.70 Down	1951 FORD 1/2-ton Express	\$139.50 Down	1947 PLYMOUTH 2-door	\$898 F. P.
1949 DODGE 4-door	\$1497 F. P.	1939 DODGE 4-door	\$21.50 Down	1938 PONTIAC Coupe	\$9.70 Down
1940 PLYMOUTH Coupe	\$21.50 Down	1947 DODGE 4-door	\$995 F. P.	1949 FORD 4-door	\$1295 F. P.

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1948 MERCURY Conv. Coupe	\$1095 F. P.	1936 PLYMOUTH 2-door	\$9.70 Down	1949 FORD 2-door	\$1295 F. P.
1939 PLYMOUTH Coupe	\$29.70 Down	1950 DODGE 2-door	\$1595 F. P.	1947 CHEVROLET 4-door	\$797 F. P.
1948 STUDEBAKER 1 1/2-ton	\$99.70 Down	1946 DODGE 4-door	\$995 F. P.	1949 DODGE 4-door	\$1495 F. P.
1940 PONTIAC Conv. Coupe	\$29.70 Down	1940 DODGE Coupe	\$29.50 Down	1940 PLYMOUTH 4-door	\$29.50 Down
1946 HUDSON 2-door	\$597 F. P.	* Terms subject to Approved Credit *		1951 DODGE 4-door	\$2195 F. P.
1941 OLDSMOBILE 2-door	\$29.50 Down	* 10% applies to Pre-war Cars *		1935 STUDEBAKER 4-door	\$3.70 Down

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